

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

OCT 26 1937

Date of writing Report 24/10/37 19 When handed in at Local Office 10 Port of Rotterdam
 No. in Reg. Book. Survey held at Rotterdam Date, First Survey and Last Survey 19/10/37 19
~~28633~~ on the Machinery of the Wood, Iron or Steel Is "TAVRIS" ex "LEADENHALL" (No. of Visits 1)
 Tonnage Gross 619 Vessel built at Blyth By whom Blyth S.B. Co. Ltd. When 1904-9
 Net 365 Engines made at South Shields By whom G. T. Grey When 1904
 Nominal Horse Power 100 83 Boilers, when made (Main) 1904 (Donkey)
 No. of Main Boilers 1 Owners Bellis & Co. Ltd. Owners' Address Synodinos Bros.
 No. of Donkey Boilers 1 Managers Synodinos Bros. (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb Port London Pireau Voyage
 in Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Waalhaven (State name of Dock.)

Last Report No. 95523 Port NwParticulars of Examination and Repairs (if any) Comp B.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

as a damage report made by anyone else? If so, by whom?

and the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " "

this was not done, state for what reasons? Boiler stated already examined in Nw/Tye.

and what parts of the Boilers could not be thus thoroughly examined?

so what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

the latest date of internal examination of each boiler

Present condition of funnel(s)

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 180 lb/0"

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

s shaft now been changed? If so, state reasons

s the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

the date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light ~~and/or power~~ fitted? yes

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

YOW DONE.

Safety valves of boiler adjusted under steam to the pressure stated above.

RETAIN

General Observations, Opinion, and Recommendation:— This vessel's machinery, as now
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
CS 3, 34,
is, in my opinion, in efficient condition & eligible to remain
as classed & have fresh record of B.S. 9-37 as previously recommended.

Fee (per Section 29) £12:50 Fees applied for 25/10/37
 Special Damage or Repair Fee (if any) (per Section 29.) £ Received by me, 19
 Travelling expenses (if chargeable) £1:50
 Committee's Minute TUE. 16 NOV 1937

Assigned 10.37

H. Knowles © 2020
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation
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